

Phoenix Fire Department Firefighter's Safety/Survival Guide

Introduction

Purpose

The purpose of this document is to provide safety guidelines and **rules** that describe the firefighter/fire company behavioral safety cycle. The focus is on safety, state in simple terms with accountability of all members.

Policy

It is the policy of the Phoenix Fire Department to operate with the highest level of safety for all members, so injuries, accidents and property damage are reduced and prevented. All members shall operate with constant concern for safety and practice behaviors that demonstrate these skills in carrying out tasks to a successful completion.

The firefighter/fire company safety cycle includes specific stages of the operation supported by activities/tasks and safety behaviors. These elements are further supported by proper supervision and training which are critical to performing our job successfully and safely.

Safety Values:

- Supervisors are not empowered to compromise safety procedures.
- Command officers do not have the option as to whether to follow-up on those compromises.
- Each member is accountable to always practice safe behaviors.
- We will always review our operations and actions for continuous safety improvement.

The safety cycles begin with a clear understanding of the stages of our service. The following stages describe a typical firefighting scenario, however this cycle clearly is applicable to all events to which we respond.

Stages

1. PFD Incident Etiquette
2. PFD Style
3. Pre-Incident Preparation
4. Call Intake and Dispatch
5. Company Alerting – Transmission of Response Information
6. In-Station Initial Response; Out-of-Station Initial Response
7. Response from Dispatch Point to Incident Site or Staging
8. Initial Arrival Command
9. Initial Arrival Staging
10. Hot/Warm Zone Driving
11. Initial Attack
12. Supported-Ongoing Attack
13. Ongoing Command
14. Rehabilitation

- 15. CID Support
- 16. Critique

There are clear “safety connects/disconnects” between the stages that require us to “check in” on the safety of the current stage of operation before we go on to the next stage. If we are out of balance in the current stage, we must correct the situation before we go on to the next stage. This prevents the snowball effect that over several stages can create an almost irreversible cluster and a very unsafe event for the participant.

Our standard risk management plan should begin with the first stage of our operations: (MP202.02B/202.05)

- 1. WE MAY RISK OUR LIVES A LOT WITHIN A STRUCTURED PLAN TO PROTECT SAVABLE LIVES**
- 2. WE MAY RISK OUR LIVES A LITTLE WITHIN A STRUCTURE PLAN TO PROTECT SAVABLE PROPERTY**
- 3. WE WILL NOT RISK OUR LIVES AT ALL TO SAVE LIVES OR PROPERTIES THAT ARE ALREADY LOST**

In practical terms, the time that we had better be “doing things right” is when something goes wrong. For instance, the time you had better be seat belted is when you flip a fire truck. The problem is, you don’t get to pick the “time” so we had always be belted if the truck is moving.

Activities/Behaviors

The following pages describe activities necessary to safely address each stage of operation along with safety behaviors that keep up checked-in on the safety of the overall operation. The behaviors that are in BOLD PRINT represent safety rules as opposed to guidelines.

The Captains have a key leadership role to influence the behaviors of their crews. **Supervisors are not empowered to compromise safety procedures and command officers do not have the option to whether or not to follow-up on those compromises.**

IF IT’S PREDICTABLE, IT’S PREVENTABLE.

Stage 1: PFD INCIDENT ETIQUETTE

ACTIVITY/BEHAVIORS

Arrival order:

- **RESPECT THE ARRIVAL ORDER – (MP205.07)**
- **FOLLOW DRIVING AND STAGING PROCEDURES – (MP205.06/205.08)**
- Review it as part of critique
- Play fair – stay in line – don't swoop first arriving unit
- Do not take advantage of the situation
- **DO NOT PASS APPARATUS TAKING A HYDRANT, UNLESS ORDERED TO DO SO – (PFD Way)**

Follow orders:

- **WORK FOR THE INCIDENT COMMANDER – (MP201.03)**
- **DO NOT FREELANCE – work for command or sectors, don't self assign (MP201.01)**
- Work within SOPs and assigned task

Decisions and actions:

- Command should not play favorites or play politics
- Should be driven by SOPs
- Based on direct orders
- Conscious decisions
- Safety conscious attitude
- **OPERATE SAFELY AT ALL TIMES – (MP202.05)**
- **SHOULD BE CUSTOMER DRIVEN – (Customer Service Guide)**

Help those who need help:

- Young help the old (muscle and energy) – we all have strengths and weaknesses that complement each other
- Old help the young (cunning and experiences) – work within strengths of the crew.

Draw from the team's strength

- Do whatever needs to be done – safely
- Everyone cannot be on the nozzle
- **DEMONSTRATE NICE MANNERS AND BE COURTEOUS FACE-TO-FACE, OVER THE RADIO, MDTs AND TELEPHONES – (PFD Way)**
- Improvise and overcome
- Be a mentor
- Lead by example

Stage 2: **PFD STYLE**

ACTIVITY/BEHAVIOR

Controlled Hustle/Act Professionally:

- Not rushed and not slow
- Do not blast off
- “Zip” and skill in our appearance
- Always under control and well-managed
- Cool, calm and composed
- Professional (we are a pro team, not a high school team) – there is no “I” in TEAM
- **DRESSED APPROPRIATELY FOR THE EVENT – (MP202.05A)**
- **BE NICE - (PFD Way)**
- When things get worse, we should get better
- Leave ego at home
- Mature – highly experienced (collectively)
- “Attached” vs. “detached”
 - (attached = important urgent event; feel responsible)
 - (detached = “we didn’t light it” – keep in perspective)

SOP-Risk management driven:

- **ADDRESS SAFETY ISSUES – (MP202.05)**
- Standard conditions, actions and outcomes
- Know the appropriate tactical operation
- Stay within your role
- Bring a positive attitude with you
- Have the right tools
- No surprises
- **CONFRONT AND RESOLVE ISSUES – (PFD Way)**
- **PEER PROCESS SHOULD NOT BE FATAL – (PFD Way)** – it should have a positive affect on the operation

Stage 3: **PRE-INCIDENT PREPARATION**

Rick Management Planning starts here.

ACTIVITY/BEHAVIORS

SOPs:

- Review procedures
- Should be clarified and validated
- Should be followed during training
- Must be communicated

Training:

-- MUST BE CONSISTENT WITH SOPs – (Big 5)

- Must be accomplished at all levels
- Must be consistent throughout department
- Include drills, tabletops and discussions
- Include testing and evaluations to assure compliance
- Stay physically fit
- Include rovers in a structured way

Practice:

- Daily
- Practice how you want to play
- Single-company, multi-company, Battalion level, MCS
- Include in-station and out-of-station responses
- From dressing out to completion
- Mental Aspects of Performance (MAP)
- SOPs
- Who does what – company develop routine
 - specific to type of company
 - specific to rovers, constant staffers, and AWRs

Pre-incident tactical planning:

- Tabletop with specific buildings
- Tabletop with specific incidents (house, strip mall, high-rise, EMS incidents, etc.)
- Tactical preplans and walk throughs included

Teams:

- Single company crews
- Multi-companies that respond together often
- Attack teams with support functions

Ready state:

- **CHECK APPARATUS – (MP202.05B, MP303.01)**
- **CHECK EQUIPMENT AND TOOLS – (Big 5, MP305.00)**
- **SECURE TOOLS IN PROPERLY DESIGNED AREA – (Big 5, MP305.00)**
- **SCBA – CHECK AND SECURE IN PROPER PLACE – (MP202.05B -MP305.02)**
- No loose stuff in cab – secure all equipment in the cab
- **ACCOUNTABILITY – PASSPORTS – (MP201.03)**
- Clear MDT of old messages
- Map book; multi-residential map book; haz-mat books

Stage 4: **CALL RECEIVED AND DISPATCHED**

ACTIVITY/BEHAVIORS

Request for service:

- Our first contact with customer
- **CUSTOMER SERVICE DRIVEN – (PFD Way)**

Information gathering:

- Be calm and courteous
- Ask appropriate questions (specific to call type)
- What corner; exact location; apartment #; business name
- Infectious disease information
- Determine appropriate response

Dispatch – Deployment processing:

- Potential violent incidents require a higher level of deployment and attention
- Timely manner
- Consider terminology
- Process complete information received
- Accurate information, i.e. structure fire or hot water heater
- PD Channel should be given
- Self-help instruction

Actual dispatch:

- Dispatcher's voice, inflection and urgency (modulation and articulation) – consistent on all dispatches
- Repeat significant information (channel, address, units)
- Vocal message regarding additional MDT urgent messages

Response – En Route:

- Confirm urgent messages via radio
- Update incident information as needed

Stage 5: **COMPANY ALERTING – TRANSMISSION OF RESPONSE INFORMATION**

ACTIVITY/BEHAVIORS

Vocal:

- Listen to information
- Be in a position to hear and respond
- Calm and professional reaction
- Check wall map if it's needed
- Captain should use map book
- Take a hardcopy from printer

MDT:

- Captain's function (Engineer watch the road)
- Monitor for additional information
- Use tactical premise data
- Acknowledgements
- Notice how call came in

Radio:

- Use communications order model
- Check for proper channel

Stage 6: **INITIAL RESPONSE/IN-STATION AND OUT-OF-STATION**

ACTIVITY/BEHAVIORS

Dressing:

- **NEVER DRESS ENROUTE WITHOUT SEATBELT ON - (MP102.01 - MP205.08)**
- Pull off road if necessary
- Dress prior to getting on apparatus or dress after arrival on scene
- **CAPTAIN SHOULD CONTROL PACE - (MP205.08)**
- If necessary, dress in staging

Starting:

- **ALWAYS USE SEAT BELTS - (MP205.08)**
- **SAFETY CONSCIOUS ATTITUDE - (PFD Way)**
- Respond when you are dispatched
- Should be controlled and professional

Briefing:

- Captain communicates with crew en route
- Start to formulate action plan
- Accountability of crew is critical
- Stereo off (minimized distraction)

Stage 7: ENROUTE RESPONSE

ACTIVITY/BEHAVIORS

Driving:

- Conservative and consistent response
- **NON-COMPETITIVE – NO RACING - (MP205.08)**
- **CODE 3 REGULATIONS ARE RULES, NOT GUIDELINES - (MP205.08)**
- Captain's role is the routing and map book
- **ENGINEER'S ROLE IS DRIVING AND KNOWING WHERE THEY'RE GOING – (MP205.08)**
- **NO PASSING OF OTHER UNITS UNLESS ACKNOWLEDGED – (MP205.08)**
- Expect not to be seen or heard by traffic

Dressing:

- Dress before departure
- **DO NOT BREATHE BOTTLED AIR WHILE ON OR COMING OFF THE APPARATUS – (MP102.01)**
- Dress at staging area if necessary, while apparatus is stopped
- **STAY SEAT BELTED AND RESTRAINED WHEN APPARATUS IS MOVING**

Riding:

- Focus on your specific task
- Captain's role use map book and route, Engineer drives
- Firefighters always assist defensively – another set of eyes; backing spotter; spotter -- for safe maneuvering
- **DO NOT REMOVE SEATBELTS OR RELEASE DOOR LATCHES UNTIL APPARATUS IS COMPLETELY STOPPED – (MP205.04)**
- Don't do paperwork – act as a second set of eyes

Information management/communication:

- Add yourself to call – no need to have alarm operators do "AU" function
- Utilize radio, MDT, face-to-face
- Communicate with crew, other companies, AHQ
- Use cellular phones
- Consider call back number
- Consider calling AHQ for additional information – consider using the rig phone
- Use map books: apartment complexes; street and hydrant guide; other tactical hazards

Stage 8: **INITIAL ARRIVAL – COMMAND MP201.01**

ACTIVITY/BEHAVIORS

Strategy determination – management (game plan):

- **MUST BE BASED ON RISK MANAGEMENT PLAN – (MP201.01 – MP202.02B)**
- **DECLARE STRATEGY – OFFENSIVE OR DEFENSIVE – MARGINAL – (MP201.01)**

Radio report:

- **GIVE ON SCENE REPORT – (MP201.01)**
- **DECLARE YOUR STRATEGY – (MP201.01)**
- Have additional units go CODE 2 with nothing showing
- Use order model
- **INCLUDE ACCOUNTABILITY – (MP205.01)**
- Short and concise, controlled, right channel

Command assumption:

- **FOLLOW SOPs – (MP102.01)**
- **CAPTAIN MUST ASSUME THE MODE SELECTED** (nothing showing, fast attack, command) – **(MP201.01)**
- A Captain should not be the lead nozzle person
- **INITIATE ACCOUNTABILITY SYSTEM** – announce locations – **(MP205.01)**
- Consider RICs

Evaluation:

- **CONSIDER WATER SUPPLY – TAKE A HYDRANT – (MP202.02A/202.12E)**
- Recon the building (good function for rescue units)
- Consider set up time

Apparatus placement:

- **FOLLOW SOPs – (MP102.01 – MP205.07)**
- Apparatus should not block traffic lanes of other apparatus at fire scenes (rescue units, BCs, staff cars)
- Heads-up when exiting apparatus – look both ways; check for hazards on the ground
- Rescues need special supervision and attention – assign to companies or sectors for accountability
- **PLACE APPARATUS TO PROTECT SCENE AND FIREFIGHTERS – (MP205.07A)**
- Reduce blinding lights to what is essential for a safe operation
- Staff cars, rescues, chief cars need to be out of forward operating areas

Crew assignments:

-- FOLLOW SOPs – (MP102.01 — MP201.01)

- Check in with Captain
- Wait for Captain's directions/orders
- Firefighters support action plan of command
- Crews/sectors/branches support action plan of command
- Rescue personnel should be assigned to a crew or sectors

Stage 9: **INITIAL ARRIVAL – STAGING**

ACTIVITY/BEHAVIORS

Staging (MP203.01):

-- FOLLOW SOPs – (MP102.01)

- Allows command to formulate and implement plan
- Used as a resource pool
- Level I staging:
 - AUTOMATIC WHEN 3 OR MORE COMPANIES ARE DISPATCHED – (MP205.06)**
 - Use your radio to coordinate actions when units simultaneously arrive
- Level II staging:
 - consider a rehab unit in the Level II staging area when temperatures reach or exceed 105 degrees
 - first arriving officer assumes staging officer responsibilities
 - subsequent arriving units check in with staging officer
- Level III staging:
 - keep crew together and ready to respond immediately when cleared to do so
 - stay in contact with dispatch center
 - get as much information about the incident and the scene as possible

Reporting:

-- FOLLOW SOPs – (MP102.01)

- Use order model
- Be specific
- Progress reports

Spotting:

-- FOLLOW SOPs – (MP102.01)

- Stage on hydrant
- Announce direction of travel
- Engine companies announce if on a hydrant or not on a hydrant
- When Level I staged, if you feel command is not aware of your location/status, use order model and advise command

Assignment:

- Pay attention, stay focused
- Share ideas to help command
- Recon from your position
- Be patient

- Prioritize your messages
- Understand strategy and how your crew may fit in
- Communicate with your crew

Response:

- Proceed carefully to assignment
- Use pedestrian speed (3-5 mph)

Stage 10: **DRIVING HOT AND WARM ZONES**

ACTIVITY/BEHAVIORS

Speed limit/driving procedures (MP205.08):

- **FOLLOW SOPs – (MP102.01)**
- **ENGINEER FOCUS ON THE ROAD AND DRIVING – (MP205.04)**
- **FIREFIGHTERS SEATBELTED – (MP102.01 – MP205.08)**
- Drive conservatively
- CODE 2 when possible
- Use pedestrian speed (3-5 mph)
- Captain focus on the assignment
- Captain is responsible for safe operation

Protect response neighbors, other responding fire units:

- **ALWAYS WATCH OUR FOR MOVING OR NONMOVING FIREFIGHTERS – (MP205.08)**
- Work as a team
- Assist each other if possible
- Consider lighting
- Use warning lights

Tactical position – spotting (MP205.07):

- Do not block access
- Consider collapse profile
- Consider overhead wires/obstructions
- Do not become and exposure
- Protect crew during dismount or other activities near apparatus
- Protect engineer
- Protect crew in staging from violent activity

Stage 11: **INITIAL ATTACK**

ACTIVITY/BEHAVIORS

Attack planning with IC:

- **ESTABLISH STRONG INCIDENT COMMAND**
- **REMEMBER FIREFIGHTER SAFETY – (MP202.05)**
- Slow down
- Gain composure and focus
- Good command location and in a specific mode – nothing showing, fast attack, command
- Conscious size-up; people, apparatus, water supply
- Move deliberately

Portable radio communications:

- Be on correct channel and check it frequently
- **ALWAYS LISTEN TO YOUR RADIO – (MP110.15)**
- Follow order model
- **INTERIOR CREWS MUST ALWAYS HAVE A RADIO – (MP110.15)**
- Consider keeping radio out of pocket – it's ineffective if it's not usable

Determination of initial mode strategy (MP201.01):

- **ANNOUNCE MODE AND STRATEGY – (MP201.01)**
- Is it the correct mode and strategy
- Crew understands mode of operation and strategy
- Frequently evaluate your mode and strategy
- **TAKE A HYDRANT – BRING IN YOUR OWN WATER SUPPLY – (MP202.05/202.12E)**

Attack orders:

- Share the plan with your crew
- Follow tactical objectives – **ALL CLEAR, UNDER CONTROL, LOSS STOPPED – (MP202.02A)**
- Make rescue assignments or stage them
- Assign rescue units to engines or ladders if possible

Buddy system:

- Buddy check - use of turnouts – **(PFD Way)**
- Communication is the key
- **ONE GOES OUT – BOTH GO OUT – (MP110.15)**
- Practice – know what each other is doing

- Develop and implement your search plan

Accountability (MP201.03):

- **USE IT AND COMMUNICATE IT**
- **USE PASSPORTS – ACCURATELY AND IN RIGHT LOCATION**
- **PASSPORTS UPDATED WITH CURRENT NAMES**
- **MAINTAIN PARs AT ALL TIMES**
- **DON'T LIE ABOUT PARs – MAKE THEM ACCURATE – (PFD Way)**
- **INDIVIDUALS ARE RESPONSIBLE FOR THEIR OWN ACCOUNTABILITY – (PFD Way)**
- Everyone is responsible for everyone else

Initial hose line management:

- Right size for the right fire in the right place
- Manpower at entry points to manage hose lines

Tactical priority management:

- Do not forget firefighter SAFETY
- Focus on and follow priorities – ALL CLEAR, FIRE CONTROL and LOSS STOPPED

Interior access control:

- Do not abandon line
- Always consider secondary access
- Protect your access

Entry and exit management (MP202.05):

- **CREW MEMBERS MUST BE WITHIN VISION, VOICE OR TOUCH CONTACT WITH EACH OTHER AT ALL TIMES**
- **USE PASSPORTS**
- **ENTER WITH BUDDY SYSTEM AND MAINTAIN IT – (MP201.03)**
- **BE ACCOUNTABLE FOR SELF AND BUDDY – (PFD Way)**
- **CAPTAIN SHOULD KNOW POSITION AND FUNCTION OF CREW – (PFD Way)**
- **CAPTAIN SHOULD BE WITH CREW WHEN NOT IN COMMAND MODE**

Stage 12: **SUPPORTED ON-GOING ATTACK**

ACTIVITY/BEHAVIORS

-- RIC crew

Attack line backup:

-- **TAKE A HYDRANT FOR YOUR WATER SUPPLY – (MP202.05/202.12E)**

-- **SAFETY IS ALWAYS A PRIMARY CONCERN – (MP202.05)**

-- Consider size and placement

-- Where and who are you working for – accountability

Expanded support:

-- Take the right truck – ladder vs. LT – don't take a knife to a gunfight

-- Understand the importance of these support activities

-- Ventilation:

-- correct mode and type of ventilation

-- communication and coordination

-- consider equipment needs

-- safety is always a primary concern

-- consider 2 saws

-- Forcible entry:

-- use of correct company – ladder or LT

-- forecast the need, think ahead, where is it required

-- use of primary exits

-- Access provision:

-- use of lighting

-- have a secondary access

-- consider possible victims

-- apparatus placement

-- back up lines for personnel safety and protect egress points

Master stream development (MP202.12E):

-- Plan early

-- Consider required resources

-- Placement is the key

-- Water, water and water

-- Select the right tip

Loss control (MP202.12):

-- Salvage work (MP202.12A)

-- Overhaul (MP202.12B)

- Occupant Services Sector (MP202.12C)
- Ongoing loss control considerations
- Critique sector

Integration of additional resources:

- Early sectorization
- Plan ahead
- **THINK ACCOUNTABILITY, SAFETY AND CUSTOMER SERVICE – (MP201.03)**

Progress reports:

- Between companies
- Between sectors/within sectors
- With command
- At completion of task
- Report your position, progress and needs
- Command updates to AHQ

Stage 13: **ON-GOING COMMAND**

ACTIVITY/BEHAVIORS

Risk Management (MP202.02B):

- **ANNOUNCE STRATEGY**
- **FREQUENTLY CHALLENGE THE PLAN. IS THE RISK WORTH THE BENEFIT? IF NOT, STOP DOING IT!**
- **WE MAY RISK OUR LIVES A LOT WITHIN A STRUCTURED PLAN TO PROTECT SAVABLE LIVES**
- **WE MAY RISK OUR LIVES A LITTLE WITHIN A STRUCTURED PLAN TO PROTECT SAVABLE PROPERTY**
- **WE WILL NOT RISK OUR LIVES AT ALL TO SAVE PROPERTY THAT IS ALREADY LOST**

Sectorization – expanded organization:

- Sectorize early
- Give sector objective
- Assign companies to sectors or a special function
- Tell sector what companies are assigned to them
- Don't overload a sector – consider a "branch" – a "branch" may have several sectors
- Support sectors with command officers

Safety Officer activity:

- Establish sector early
- Evaluate: life threatening situations – correct immediately – advise command; non-life threatening situations – correct as noted overall incident plan with command
- Share plan with all crews on the scene
- Consider CID needs
- Re-evaluate decisions periodically...things change

Elapsed time management:

- Know how long we've been there
- Evaluate your current strategy
- **WHAT'S MY STRATEGY – OFFENSIVE OR DEFENSIVE – AND COMPARE TO RISK MANAGEMENT PLAN – (MP202.02B)**
- **GET PARs – (MP201.03)**

Command expansion – Support Officer and Senior Advisor:

- Use the CV

- BCs assume command
- Second BC should be "support officer"
- Anticipate the need to expand the IC system
- Don't wait until it's big
- Should be routinely established
- Expand to extent needed
- Get BCs into key sectors when possible

Accountability expanded (MP201.03):

- **ESTABLISH ACCOUNTABILITY SECTOR**
- **ESTABLISH ACCOUNTABILITY PLAN**
- Get resources to support the sector
- Companies can be used

Stage 14: **REHABILITATION (MP202.08)**

ACTIVITY/BEHAVIORS

Command – sector coordination:

- Rehab prior to going home
- Rehab – then back to ready state for other assignments
- Set up early – rehab truck
- Get companies to support operation/ALS company and Utility truck
- Consider multiple sites
- Rehab customers
- Relocate when needed

Crew rotation management:

- First in, first out

Accountability “auditing:”

- Crew should be intact and stay together
- **USE PASSPORTS – (MP201.03)**

Rehabilitation management (MP202.08):

- Rehab crews coming in (Level 1)
- Staged crews ready for reassignment (Level 2) separate from Level 1
- Consider multiple sites
- Decommit/release crews
- Consider media location – not too close to rehab

Medical support:

- Conduct physical assessment of all members
- Rest them
- Treat them for any injuries
- Transport them if necessary
- Consider CID

Stage 15: **CID SUPPORT (MP105.01B)**

ACTIVITY/BEHAVIORS

Command – Sectors – Captains:

- Look at severity of incident
- Consider amount of exposure to crews
- Be aware of members ability to cope
- Evaluate possible affect on members and citizens
- On-going, successful, pre-briefing is the key to minimizing debriefing needs

On-Scene Management:

- Focus on teamwork
- Rotate crews away from scene
- Keep an eye on each other
- **MINIMIZE EXPOSURE – (MP105.01B)**
- Utilize post-incident critique to check in with everyone

Team contact can be made (as needed/desired):

- By CAD information
- Through Alarm
- Through Chaplain
- Through BC
- By anyone
- For other agencies

Stage 16: **CRITIQUE/POST INCIDENT REVIEW (MP201.08)**

ACTIVITY/BEHAVIORS

Level of critique:

- Done at the right level – immediate, tabletop, Battalion level, Department level
- The critique event should communicate learning experiences
- A non-threatening atmosphere should be encouraged and maintained
- Conducted prior to companies going available/timeliness is important
- Include accountability of actions
- Should involve company officers and entire crews
- Should include customer's point of view
- Include initial dispatch
- Order of response and number of units
- Based on SOPs
- Include tactical/operational safety
- Pre-briefing/defusing/debriefing

Standard format:

- Training for critiquers
- Focus critique on:
 - firefighter safety
 - survival
 - welfare
 - conditions
 - fire
 - structural safety
- Actions:
 - what was plan
 - support actions
 - companies' actions
 - response order and arrival
 - firefighters' actions
- Outcome based on tactical benchmarks and customer service:
 - lessons (learned and reinforced)
 - action plan (for improvement)
 - focus on firefighter safety, survival and welfare

SAFETY AS A KEY PART OF POST INCIDENT REVIEWS

The purpose of conducting safety Post Incident Reviews will emphasize firefighter safety by reinforcing safety behaviors, assessing the current level of safety (measure how we are doing) and identifying areas where safety improvements can be made.

Post incident safety reviews can yield tremendous results and benefits to all fire department members. Individuals realizing they have ownership of the safety plan and other aspects of the incident gain the greatest benefits.

The post incident review should be conducted after all working incidents as soon after the event as is practical and the situation has been stabilized. Reviews should be conducted for single company events as well as multi-company events and should be conducted for the following:

1. Fire incidents
2. EMS incidents
3. HazMat incidents
4. Special operations incidents
5. Training exercises
6. Any other event that may benefit fire department members

Generally, we will benefit most when we conduct post incident reviews at the incident scene. The information is fresh in everyone's mind and the site can be toured to reinforce learning.

The post incident review should include all members involved with the operation. Everyone can benefit from the experience of others. The BCs, Company Officers or whoever was command should facilitate the group through the review.

The reverse side of the tactical worksheet and other safety check lists are good tools to assist in leading a safety review discussion of any incident. Use visual references at the scene, as they can be quite helpful. Someone should keep notes. They can be referred to when listing lessons learned or reinforced, identifying any training needs or developing follow-up action plans.

The focus of the review should be on firefighter safety and survival, and customer service. Reinforce all positive safety behaviors. Individual successes should not outweigh the safety of the overall operation or crew.

The post incident review should be concluded on a positive note. Single company safety reviews conducted by Captains after incidents or training sessions can be used to chart a company's safety improvement or focus on areas in which a company may need improvement.

SAFETY CHECK LIST

Code 3 Safety Plan

- ☒ ☒ Crew intact
- ☒ ☒ Crew seated and belted in
- ☒ ☒ Where am I going
- ☒ ☒ Red lights/siren operating
- ☒ ☒ Not exceeding speed limits
- ☒ ☒ Focus on task of driving
- ☒ ☒ Stop at stop signs and red lights
- ☒ ☒ Accounted for all lanes before making turns and that motorists have yielded and stopped
- ☒ ☒ All traffic has stopped before entering intersections against red lights or stop signs
- ☒ ☒ In the opposing lane max speed does not exceed 20 MPH
- ☒ ☒ When in opposing lane at intersections, stop! Account that all motorists have yielded and are stopped before proceeding.

SAFETY CHECK LIST

Response Safety Plan

- ☒ ☒ Crew intact and accounted for
- ☒ ☒ Mechanics, guests and riders accounted for
- ☒ ☒ Area scanned to make sure it's free of obstacles
- ☒ ☒ Where am I going
- ☒ ☒ How will I get there
- ☒ ☒ Are we dressed for success
- ☒ ☒ Overhead door fully opened and stopped
- ☒ ☒ Crew seated and belted
- ☒ ☒ Truck clear of bay door before I activate the remote door closer

SAFETY CHECK LIST
Initial Arrival – Command Safety Plan

- ~~/~~ ~~/~~ Risk assessment – firefighter safety
- ~~/~~ ~~/~~ Portable radio is on and on correct channel
- ~~/~~ ~~/~~ Apparatus is placed to best advantage
- ~~/~~ ~~/~~ Water supply
- ~~/~~ ~~/~~ On-scene repot
- ~~/~~ ~~/~~ Code 2 or Code 3 for balance of assignment
- ~~/~~ ~~/~~ Strategy – offensive vs. defensive
- ~~/~~ ~~/~~ Crews know the plan
- ~~/~~ ~~/~~ Operational mode – nothing showing, quick attack, command
- ~~/~~ ~~/~~ Accountability location is established and announced
- ~~/~~ ~~/~~ Passport is in use
- ~~/~~ ~~/~~ Assume command or staged

SAFETY CHECK LIST

Initial Arrival – Staging Safety Plan

- ✍✍ Level I staging – consider location
- ✍✍ Protect crew in violent settings
- ✍✍ Spot on a hydrant
- ✍✍ Be patient
- ✍✍ Announce direction of travel
- ✍✍ Use order model
- ✍✍ Recon from your position
- ✍✍ Know the strategy – when assignment is given
- ✍✍ Tell the crew what the plan is
- ✍✍ Use pedestrian speed (3-5mph) approaching the scene
- ✍✍ Level II staging – adequate location
- ✍✍ Assume staging sector role
- ✍✍ Report to staging sector
- ✍✍ Traffic control
- ✍✍ Proper radio channel

SAFETY CHECK LIST

Driving in Hot and Warm Zone Safety Plan

- ~~/~~ ~~/~~ Drive pedestrian speed (3-5mph)
- ~~/~~ ~~/~~ Engineer focus on task of driving
- ~~/~~ ~~/~~ Firefighter seat belted
- ~~/~~ ~~/~~ Captain focus on assignment
- ~~/~~ ~~/~~ Consider collapse profile
- ~~/~~ ~~/~~ Don't become an exposure
- ~~/~~ ~~/~~ Consider overhead wires/obstructions
- ~~/~~ ~~/~~ Consider other responding units
- ~~/~~ ~~/~~ Watch out for firefighters
- ~~/~~ ~~/~~ Protect the crew:
 - ~~/~~ ~~/~~ Dismounting
 - ~~/~~ ~~/~~ Operating around and near apparatus
- ~~/~~ ~~/~~ Consider use of warning lights

SAFETY CHECK LIST

Initial Attack Safety Plan

- ✍✍ Size up – develop a plan
- ✍✍ On-scene report
- ✍✍ Establish firefighter safety
- ✍✍ Slow down
- ✍✍ Gain composure and focus
- ✍✍ Operate in a specific mode
- ✍✍ Provide a water supply
- ✍✍ Interior crews must have a radio and listen to it
- ✍✍ Be on correct channel
- ✍✍ Follow order model
- ✍✍ Announce strategy and mode
- ✍✍ Crew understands operational mode and strategy
- ✍✍ Frequently evaluate mode and strategy
- ✍✍ Accountability system: use it and communicate it
- ✍✍ Passport: accurate, in use, in right place
- ✍✍ Maintain PARs at all times
- ✍✍ Buddy system:
 - ✍✍ Stay connected
 - ✍✍ Buddy check of turnouts
 - ✍✍ One goes out – both go out
 - ✍✍ Buddy search plan
 - ✍✍ Be accountable for self and buddy
 - ✍✍ Captain knows your position and function
 - ✍✍ Captain is leading the crew

SAFETY CHECK LIST

Supported On-going Attack Safety Plan

- ✍ ✍ RIC in place
- ✍ ✍ Hydrant for water supply
- ✍ ✍ Attack line back-up:
 - ✍ ✍ Size
 - ✍ ✍ Placement
- ✍ ✍ Do I know who I'm working for – accountability
- ✍ ✍ Did I take the right truck
- ✍ ✍ Ventilation:
 - ✍ ✍ PPV – Why?
 - ✍ ✍ Vertical vent – Why?
 - ✍ ✍ Horizontal vent – Why?
 - ✍ ✍ Did I coordinate and communicate ventilation need with interior crews/command
 - ✍ ✍ Ladder placement
 - ✍ ✍ Two egress routes off the roof
 - ✍ ✍ Do I have the right tools
 - ✍ ✍ Buddy system
 - ✍ ✍ Radio on – right channel – can I hear it
- ✍ ✍ Forcible entry:
 - ✍ ✍ Right tools
 - ✍ ✍ Use primary exit points
 - ✍ ✍ Lighting
 - ✍ ✍ Secondary access
 - ✍ ✍ Apparatus placement
 - ✍ ✍ Back-up hose lines in place
- ✍ ✍ Master streams:
 - ✍ ✍ Planned early
 - ✍ ✍ Apparatus placement
 - ✍ ✍ Tip size/type
 - ✍ ✍ Water supply
- ✍ ✍ Progress reports
 - ✍ ✍ Between companies
 - ✍ ✍ Between sectors
 - ✍ ✍ With command
 - ✍ ✍ At completion of task
 - ✍ ✍ Command updates AHQ

✍ ✍ Elapsed time notification

✍ ✍ What is the strategy

✍ ✍ Loss control:

✍ ✍ Salvage work

✍ ✍ Overhaul

✍ ✍ Occupant services

SAFETY CHECK LIST

On-Going Command Safety Plan

☞☞ Risk Management:

- ☞☞ Announce strategy
- ☞☞ Is risk worth the benefit
- ☞☞ Risk a lot to save a lot
- ☞☞ Risk a little to save a little
- ☞☞ Risk nothing to save what's lost

☞☞ Sectors:

- ☞☞ Sectorize early
- ☞☞ Sector objective assigned
- ☞☞ Assign company to sectors or special function
- ☞☞ Tell sector officer what units are assigned
- ☞☞ Sector overload – span of control
- ☞☞ Command officer as sector officer

☞☞ Safety:

- ☞☞ Establish sector early
- ☞☞ Life threatening situations
 - ☞☞ Correct immediately
 - ☞☞ Advise command
- ☞☞ Non-life threatening
 - ☞☞ Correct as needed

☞☞ Review incident plan with command

☞☞ Re-evaluate plan periodically – things change

☞☞ Elapsed time:

- ☞☞ Evaluate current stage
- ☞☞ Evaluate strategy – compare to Risk Management Plan
- ☞☞ Get PARs

☞☞ Command Expansion – Support Officer and Senior Advisor:

- ☞☞ Use the Command Van
- ☞☞ Battalion Chiefs assume command
- ☞☞ Battalion Chiefs assigned as Support officer
- ☞☞ Expand incident command system routinely to extent needed
- ☞☞ Battalion Chiefs into key sector assignments

☞☞ Accountability expanded:

- ☞☞ Accountability sector established
- ☞☞ Accountability plan developed
- ☞☞ Resources to support sector/plan

SAFETY CHECK LIST

Rehab Safety Plan

Command/Sector:

- Establish sector and set up area early**
- Decon prior to rehab**
- Rehab before leaving the scene**
- Rehab, then return to a ready state for other assignment**
- Multiple sites**
- Resources to staff sector – ALS, Rescue Unit, U-Truck**
- Rehab customers**
- Crew rotation – first in, first out**

Accountability:

- Crew is intact**
- Passport in use**
- Level 1 – assessment and rest**
- Level 2 – crew in ready state**

Medical Support:

- Physical assessment of all members**
- Rest**
- Treat any injury**
- Transport to hospital when needed**
- Consider CID needs**

SAFETY CHECK LIST

CID Support Safety Plan

Command, Sectors, Captains:

- Assess incident/evaluate possible affect on members**
- Pre-brief to determine debriefing needs**
- Keep an eye on each other**
- Rotate crews away from scene**
- Focus on team work**
- Minimize exposure**
- Check in with each other at Post Incident Reviews**

SAFETY CHECK LIST

Critique/Post Incident Review Safety Plan

Level of Critique:

- Done at right level**
- Conducted prior to companies going available**
- Include accountability of actions**
- Involve entire crews**
- Includes customer's point of view**
- Based on SOPs**
- Include Tactical/Operations safety**
- Response order and arrival**

Standard Format:

Focus on:

- Firefighter safety/survival and welfare**
- Fire conditions, structural safety**
- What was plan**
- Company actions**
- Firefighter actions**
- Support actions**
- Outcome based on tactical benchmarks**
- Lessons learned or reinforced**
- Action plan for improvement**
- Use safety checklist**